



IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
Applicant: Forbes, J. Examiner: Jules, F.

Serial No.: 10/081,120 Art Unit: 3617

Filed: 02/22/2002 Date: March 28, 2002

For: Railroad Car with Cantilevered Articulation

Commissioner of Patents and Trademarks
Washington, D.C. 20231

PRELIMINARY AMENDMENT TRANSMITTAL

Transmitted herewith:

1) Preliminary Amendment

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By

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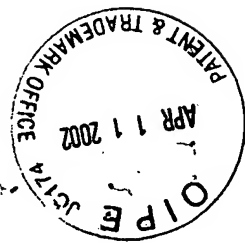
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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Attorney's Docket 5699 - 21

Inventor: Forbes, James Examiner: Jules, F.

Ser. No.: 10/081,120 Art Unit: 3617

Title: RAILROAD CAR WITH CANTILEVERED ARTICULATION

Filed: 22 February 2002 Date: 28 March 2002

PRELIMINARY AMENDMENT

1) This is a preliminary amendment in the case, which is a continuation of US Patent Application 09/614,815.

2) Amendments to the Description

None at this time.

3) Amendments to the Claims

After the amendments shown in the marked up version appended at the end hereof, the amended claims stand as follows:

57. (Amended) An articulated rail road freight car comprising a three pack rail road car having a two-truck middle unit and a pair of single truck end units, the middle unit being connected to at least one of the end units at a cantilevered articulation, and said two-truck middle unit having a pair of first and second spaced apart two axle trucks pivotally mounted thereto.

67. (Amended) The articulated rail road freight car of claim 66 wherein said first railcar unit is has a two-axle truck pivotally mounted thereunder, and said two axle truck of said first railcar unit is located closer to said first end of said first railcar unit than to said second end of said first railcar unit.

68. (Amended) The articulated railroad freight car of claim 67 wherein a coupler is mounted at said first end of said first railcar unit.

69. (Amended) The articulated rail road freight car of claim 66 wherein:

said railroad freight car includes a third railcar unit;
the third rail car unit has a first end and a second end;
the second end of the second rail car unit is joined to the first end of the third rail car unit at a second articulated connection;

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